Journal of a voyage to Sandwich Islands May 4. 1853 (343)
March 1854

Thursday May 4th 1853

This day commences with moderate weather, the first part of the morning steering the ship by bearing S.E. by E. all drawing sail, at 8 AM in sight of the windward Islands and at Meridian found ourselves abreast of the ship still by the wind, heading from South to E. S.E. 1 Back sail 2 Point on the mother Boy 1 or 2 Points forward of the mother Beam, heading to the S.E. by the wind & that on the quarter steering to the N.E. course made good E 19 South Dist 173 miles

Lat by Obs 30 00 N

Lon by Chro 32.03 West

Friday May 5th. This day begins with light airs from S by W. to S.W. and fine pleasant weather a swell from the N.W. Ship under all drawing sail by the wind heading from S.E. to S.E. by E. course made E. 32 South Dist 77 Miles

Lat By Obs 29.20 South

Lon by Chro 30 40 West

Saturday May 6th. This day commences with the wind from S.W. and continues to blow so that we steer S by W with studensails for a few hours, towards Morning squalls, wind veers to the S.S.W. again, took in studensails, latter part heavy rain & S.E. getting long all we can, at 8 AM Bounded the Bolp Islands, Mason, distance 62 days from St Jago & other Banks in sight ahead we have saved from the S.W. true course 24 Deg E.

Lat By Obs 28 04 South

Lon by Chro 30.06 West

Sunday May 8th. These 24 Hours commences with the wind from West moderate and pleasant Ship running S by W. at 4 P.M. wind veers to N.W. set the Studensails at 7 wind from N.W. with Ship Running through the Night S by W. & S. South at 4 A.M. wind from N.E. shifted over Studensails, and steered S. by W. at 10 wind from E.N.E. weather still fine wind light: saw a Bark Ship steering to the West. True Course South Dist 104 Miles

Lat By Obs 26. 30 South
Lon by Chro 30. 07 West

Monday May 9th These 24 hours wind prevails from N.E. to E.N.E. Moderate breeze and fine pleasant weather Ship under all drawing Sail running S by W by Compass Crew imployed at Ships duty.

Lat By Obs 24 32 South
Lon by Chro 29 58 West

Tuesday May 10th. All this day fresh Breeze from N.E. to E.N.E. weather fine. Ship running S by W. with everything set that will draw. Crew imployed Ships duty. Course, Made good S 54 West Dist 168 miles

Lat by Obs 21.45 South
Lon by Chro 30.08 West

Wednesday May 11th. Still continues fresh breeze from N.E. to E. Ship running S by W until 3 A.M. when we veered South at 9 P.M. took in our lower Studensail all the rest set during the day Course S 54 E Dist 177 Miles. Lat By Obs 18.39 S
Lon by Chro 29.55 W.

76. E.N.E. E.N.E. N.E.

Thursday May 12th Commences with fresh breeze from E.N.E. weather fine all drawing Sail set with S.W. & S.S. Studensails imployed Repairing Sails and other necessary duty. Middle and latter part Continues fresh wind from E.N.E. at 4 A.M. took in the Studensails. at 7 a Shooting Light in the N.E. so E and Course S. 16 Deg East 125 Miles

N.E. 3 E 2 78. Lat By Obs 18 36
Lon by Chro 28 18

Sunday May 13th All of these 24 hours the wind prevails from E by N to N.E. fresh Breezes with passing clouds A Barque Ship in sight ahead and a Schooner astern Ship Running S by E by Compass all drawing sail set excepting Seven Studdensail and 2 G Studdensail part of the time Crew employed Ships duty Lat By Obs 12 24 South Barometer 30 Lon by Chro 28 20 West Thermometer 70 South 10 East 198 Miles N E by E. E.N.E E.N.E.

Saturday May 14th First and middle part Moderate Breezes from N.E to E.N.E with passing Clouds Every thing set that will draw fair fast Running S by E middle S by W latter S by E plenty of Ships and Barques in sight Steered to the N.W. I think we have a North Current. Crew through the day is employed Variously Courses Made good S 16 Deg E. Dist 134 Miles Lat By Obs 19. 50. North N E E.N.E. E.N.E. Lon by Chro 27.50 West 70. 30

Sunday May 15th. All of these 24 hours the wind from N.E to E at fresh Breezes and pleasant. that Running S by E with every thing set that will draw. Saw 1 Bark Steering E the N.N.W. Three Crew. S 12 East Dist 190 Miles

Lat By Obs 6.42 North

Lon By Chro 29. 11 West

Monday May 16th This day commences with the wind from E.N.E. Moderate Breezes and fine pleasant weather. every thing set that will draw running about 6 Knots per hour. S.W. by Compass Several Vessels in sight round to the North. one large English Ship showed her colours also her number but we could not answer them Middle Part much the same as the First. at 5. P.M. We have lost the N E trades and strike into the rains and baffling wind. took in Studdensails. Latter Part heading from South-

3

to S.W. light airs with rain Course S 10 East
Dist 117 Miles Lat By Obs 4.50 S
Lon By Chro 26.50 West

Tuesday May 16th. Still continues light Baffling wind from the Eastern Board and pleasant, heading to the S.W. & W.S.W. a large Ship in sight astern Bound to the South at 8 P.M. wind freshens and we have a steady breeze from S by E through the Night which I presume is the S.E trades. at 6 A.M. we are heading S.W. with the wind from S.S.E. we have all drawing sail set saw a hermaphrodite Brig steering to the South Course South 44 West Dist 88 Miles Lat By Obs 3.45 South
Lon By Chro 27.50 West

Wednesday May 18th. Three 24 Hours wind from S.E to S.E by South moderate and Ship Sharp by heading S.W. by S and S.S.W. all drawing sail set a Swell from the South Course Made good S.96 West. Dist 114 Miles Lat By Obs 2.03 S.
Lon by Chro 28.57 West

Thursday May 19th. This day commences with light airs from S.E. and continues to veer to S.S.E we are Sharp by heading by the wind to the S.S. at 11 P.M. shift off to S.W. Tack & shift and head E by S. for a short time when the gale of E.S.E. and his course is E by S at 6 & S.E during the rest part of the day with light wind and pleasant Course Made good South Dist 17 Miles
Lat By Obs 1.47 South
Lon by Chro 28.57 West

Friday May 20th. Still continues moderate breezes from S.E with fine at 30 minutes P.M. Tacked & shift and steer by the wind S.S.W. at 2. Heading S by W. at 6 P.M. boarded the Bark Camilo of Liverpool 90 Days from Cabio. for Cork through the night and latter part of the day weather fine wind moderate. Ship heading S by W & S.W. Sharp by. our course carried us within 10 miles of St Paulo or Pedro Island and we crossed the Equator in 29.20 West Course through the Day S 12 Deg West Dist 116 miles
Lat By Obs 00 of South Lon By Chro 29.22 W.

4

Saturday May 21st. all of these 24 Hours the wind prevails from S.E. by S. to S.E. by E. the Ship under all drawing sail heading from S by W to S.W by S. at 4 P.M. passed a Bargue Ship steering N.W. the wind fresh through the day. we have been no further East than 26.50 and have crossed the Equator in 29.20 West have had 10 Hours Calms & Rains in Lat. 4.50 North and stood to the East 13 Hours in the Lat 26 South as this is the best passage I ever made. I prefer the Northern route in preference to the Old Eastern one. Course S. 18 Deg West dist 134 Miles. Lat By Obs 2.02 South

Lon by Chro 30.02 West.

Sunday May 22d. These 24 Moderate breezes from S.E. to S.E. by E. weather running S.E. by E. & S.E. every thing set that night down. this course South 24 West Dist 155 miles

Lat By Obs 4.23 South

Lon by Chro 31.05 West.

Monday May 23d. Still continues moderate breezes and pleasant weather steering S.E. & E. wind S.E. by E. at 10 AM. Saw a Brig steering to the South showing English Colours at 11 Det Topmast & S.E. Studensails so goes this day Course South 29 West Dist 118 miles Lat by Obs. 6.16 South

Lon by Chro 31.58 West

Tuesday May 24th. Moderate breezes from E.S.E. to E.S.E. by E. and hazy weather from the S.E. & Ship running S.E. & S.E. by E. with the wind abeam steering S.E. by E. & S.E. Studensails set. Course S 21 Deg West Dist 157 miles. Lat By Obs 8.43 South

E. S.E. by E. Lon by Chro 32.58 West

Wednesday May 25th. Fresh breezes and fresh breezes from E. to E.S.E. South. Ship running S.E. & S.E. by E. Compass all drawing fair set. Crew in good Ships. Only. Course South good. S 15 West 161 miles Lat By Obs 11.18 South

Lon By Chro 32.38 West

E. S.E. E.S.E. by S. 20) 83.

This day May 26th

Cart winds and

Lat. - Iowa Ship Steering to the

South 21 West 448 Miles

Lat. Day 2 Dec. 13.30 N,

Lon by Chro 34.32 West

This day Light Wind and

A.M. Light and pleasant -

Colors Middle and Latter

South 20 West 93 miles

Lat 1.37 "

Lon By Chro 34 49 West

By Liner 35,02 West

83 "

20,00

Main & Sheet - he set the Reefing

35 West Dist 79 Miles

352

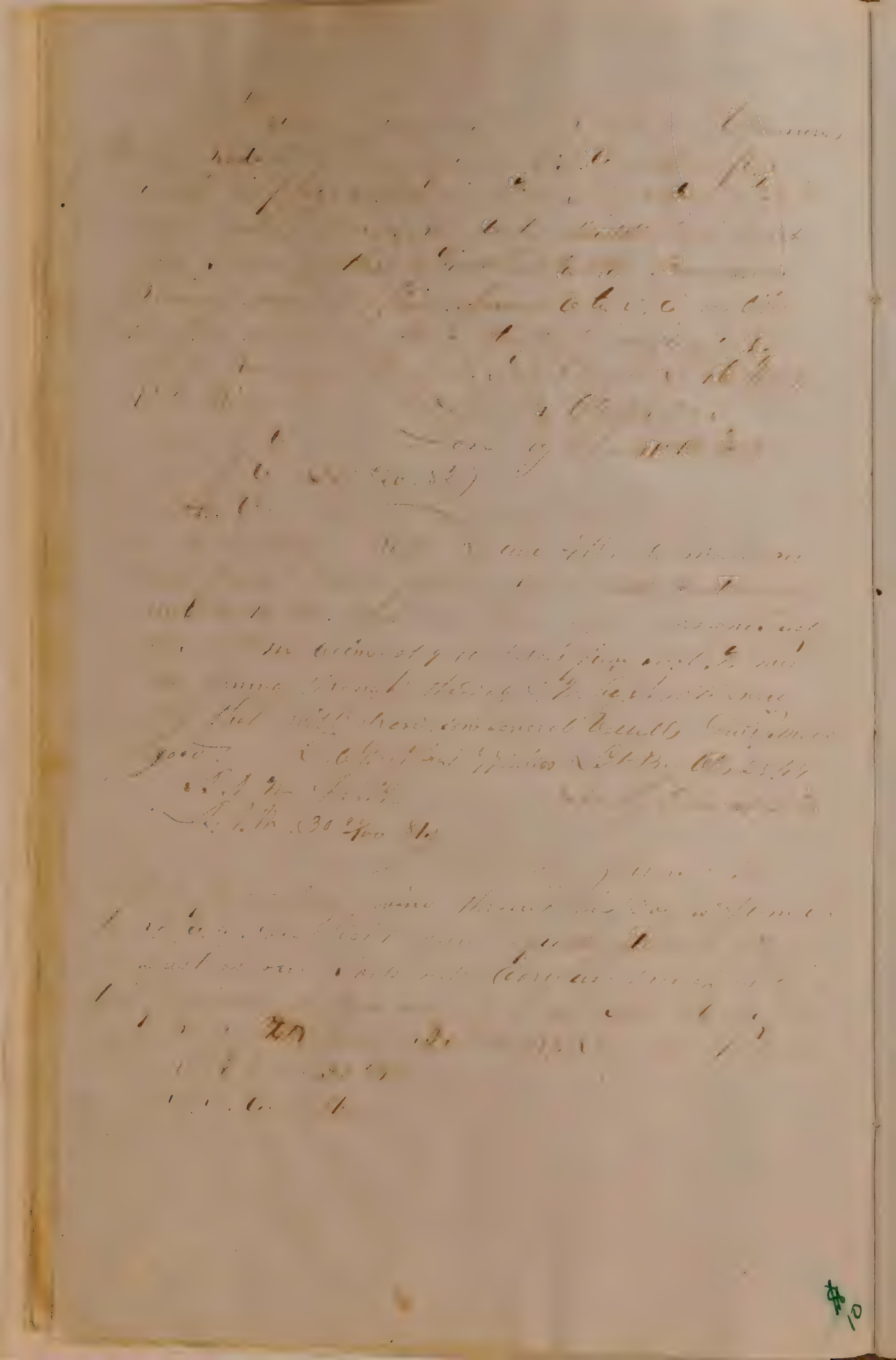
6

[illegible]

[illegible]

[illegible]

9



[illegible]

[illegible] 29 feet Dist 5 Cents

[illegible]

[illegible]

[illegible]

[illegible] 43 3/8 feet

[illegible]

[illegible] 41 feet, 1 foot, 123 [illegible]

[illegible]

[illegible]

[

12

#13

[illegible] moderate [illegible]

[illegible] Dist - 120 Miles.

Set Bells 23 [illegible]

[illegible] 35 [illegible]

Calendar [illegible] Commencing [illegible] moderate breeze and pleasant ship

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible] Steadily [illegible]

[illegible] Cadet [illegible]

[illegible] light sails in case [illegible]

[illegible] and battle [illegible] heading

[illegible] Middle C. F. C. [illegible] Repairing

[illegible] sail experience [illegible] Council [illegible]

[illegible] No. 28 Pac C. Cadet [illegible]

[illegible]

[illegible] Steadily [illegible]

[illegible] gent and [illegible]

[illegible] Heading C. F. C. and so [illegible]

[illegible] from the Courthouse Road [illegible]

[illegible] to get to the South [illegible]

[illegible] rolling at [illegible] 30 [illegible] then [illegible]

[illegible] Cadet Dist 28 miles

[illegible] at [illegible]

[illegible] 25 [illegible]

[illegible] Middle fleet light

[illegible] the South and Calm [illegible]

[illegible] to get to the South [illegible]

[illegible] from [illegible]

[illegible] Studensails

[illegible] Calm [illegible]

[illegible] South

[illegible] 28 [illegible]

17

[illegible] from N.W. fresh breezes
[illegible] all drawing sail [illegible]
[illegible] plenty of kelp also plenty
[illegible] falling slowly. At 9 AM at-
[illegible] made good South without
[illegible]

Lat by Obs 43-11 S

Long by Chro 57;-12 West.

[illegible] passing islands. Steering S.S.W.
[illegible] drawing sail. plenty of kelp in sight. [illegible]
[illegible] at 2 AM took in lower & T.G. studensail
[illegible] from N.W. fresh breezes running
[illegible] 12 took in T.G.M. studensail. Barometer
falling Comm. 29.3/10 Thermometer 48° Lowering H.
[illegible] Lat by Obs 45.30 South

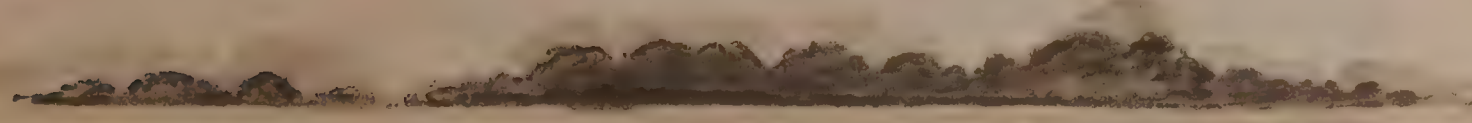
Lon by Chro 60 31 West.

[illegible] Took yard. Middle Part fresh breezes
[illegible] Barometer
[illegible] 29.30 [illegible]
[illegible]

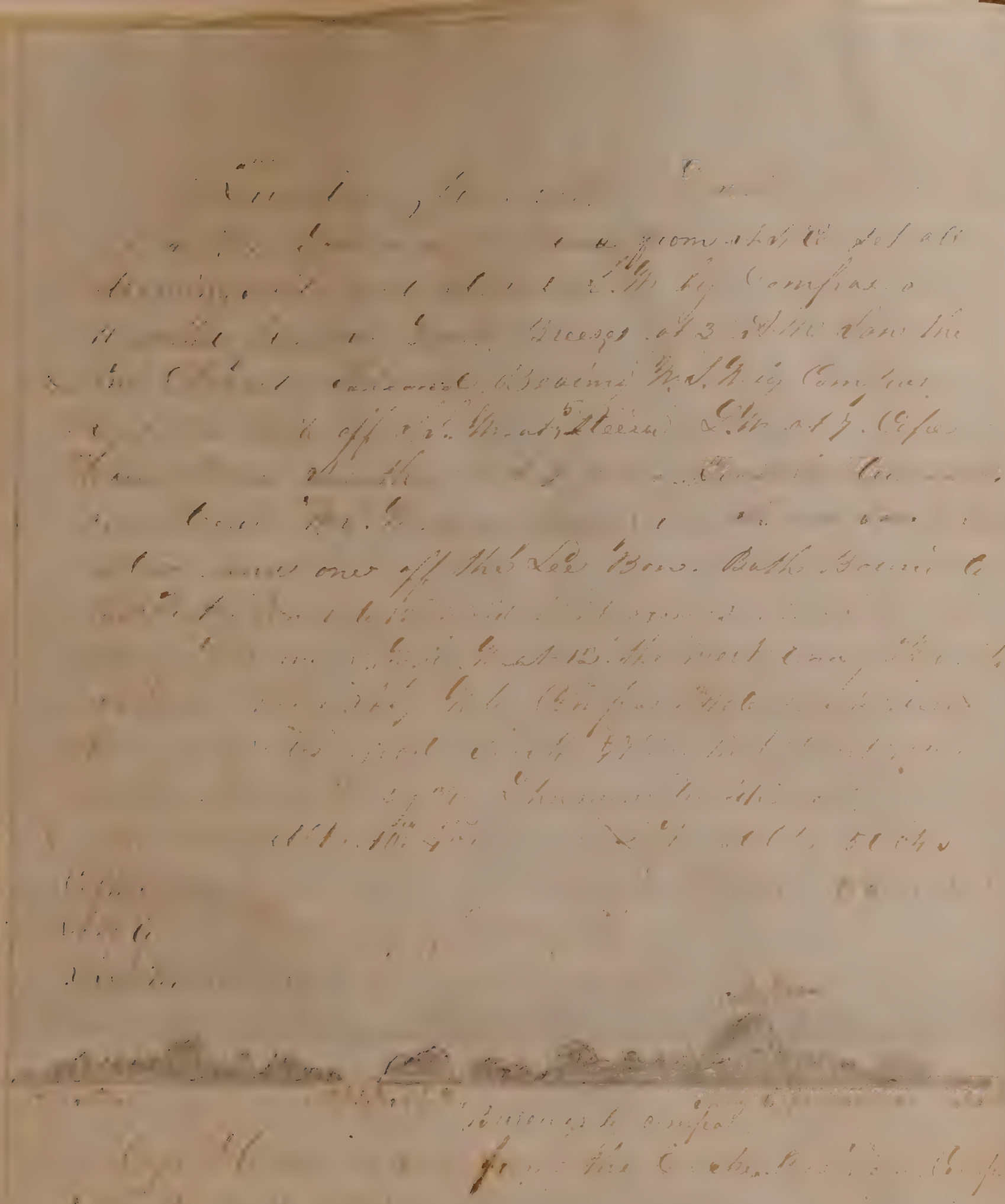
Lat by Obs 41.54 South

Lon by Chro 62.04 West

Monday Nov 27th Commence
[illegible] South and [illegible]
hands [illegible] unfitted [illegible] in sail at 2 [illegible]
sail in bed [illegible] Main [illegible]
[illegible] Steam sail, Sick [illegible] [illegible]
[illegible], Water Green with some Weed at 12 M quite
smooth at 6 PM moderate commence making
at 8 saw the South East of Teneriffe Peak
[illegible] [illegible]
[illegible] [illegible]
[illegible] with you, South 11 East [illegible]
Barometer 29 2/10 Thermometer 40 Lat
[illegible] Long 16 54.26



[illegible] Compass for the shaft
[illegible] a strong current setting down
[illegible] through the [illegible]
[illegible]
and of Knot current setting through the [illegible]
[illegible] experience little or no leeway
[illegible] the Gulf Gulfweed Gray and Sargo no change
[illegible] Cape Coordinates
[illegible] July 7th and the Gulf Water Stationary
[illegible] Compass at this time nearly calm
[illegible] current [illegible] to leeward)
[illegible] especially as we are within 3
[illegible] Part of Salem Bank on the lake at Sunrise
[illegible] Studensals and steer Sly. E. at 10 P.
11 Sly. We through the Middle Part [illegible] light
[illegible] E. [illegible]
[illegible] the Sea and therefore Ship [illegible]
[illegible] drawing sail set: Flatten down
[illegible] light [illegible]
[illegible] Sh. S.W. by Compass Course Dead gone
East Dist - 93 miles
Lat Dep Clr 55 40 S.
Long Dep Clr 65 10 W.



middle part with [illegible] from land
[illegible] with land breezes at 3 o'clock
[illegible] harmonious [illegible]
[illegible] and at 8 Am the Island

[illegible] Calm [illegible] Breezes

[illegible] middle and latter part fresh from [illegible]

[illegible] Exclusive of the [illegible]

[illegible] to the East Course South 81 miles

54 miles. Barometer 29 3/10 Thermometer 84 Deg

Lat. Obs. 36 43 N

Long by Chro. 70 26 West

Friday July 10th. This commences

[illegible] Light winds all [illegible]

[illegible] Ship [illegible] Clear [illegible]

[illegible] South [illegible] Light [illegible]

[illegible] South [illegible] continues [illegible]

[illegible] South [illegible] Light [illegible]

[illegible] South [illegible] and this day Courses

[illegible] Barometer 29 4/10 Thermometer 76 Deg

Lat. Obs. [illegible]

Long by Chro. [illegible]

[illegible] fresh breeze of
[illegible] we left fast [illegible] from
[illegible] N.E. with whale [illegible]
[illegible] Jones Mizen and Curves
[illegible] Double reefed the main sail
[illegible]
[illegible]
[illegible] Steam [illegible]
[illegible] whale Mizen and Double reefed
[illegible] continue to wrong [illegible]
[illegible] Thermometer 35 Deg
[illegible] At 8½ Obs. 35 48 d.
[illegible] Long Obs. 75 : 15 West

Sunday June 30.

[illegible] June 30. Still continues fresh
[illegible] and squally we are heading
[illegible] under Jibsails and Curves
[illegible] and steering [illegible]
[illegible] immediately Ans Set all all drawing sails
[illegible] Lying to. at 8 Jacked ship, and by the steam
[illegible] Thermometer. Heading from [illegible]
[illegible] main and head
[illegible] Thermometer 35 Deg
[illegible]
[illegible] completed

[illegible]

[illegible]

[illegible]

[illegible]

[illegible] Dec [illegible] [illegible] 5 h 36 Mist Dist 104.

[illegible] Lat by Obs 35.37 South

Lon by Chro 82 West

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible] 29

[illegible]

[illegible]

Sunday [illegible] Commenced with [illegible] (a.m.) [illegible] the wind [illegible] on the highest sails. Middle part [illegible] at 6 [illegible] the [illegible] [illegible]

[illegible]

Monday [illegible] Commenced strong [illegible] and equally [illegible] [illegible] [illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible] 30 3/10 [illegible]

[illegible] 30 feet (viz 152 miles)

[illegible]

[illegible] under all drawing part by the main

[illegible] cutter-foot mind from [illegible]

[illegible] main stem to be [illegible] off

[illegible] the shaft stowing to the [illegible]

[illegible] made good [illegible] 3 Pr. C. Dist 16 feet

[illegible] 30 3/10 [illegible] 48 Bag

[illegible] 36 43 [illegible]

[illegible] 36 45 feet

[illegible] the [illegible]

[illegible] been [illegible] plates

[illegible] under all drawing part by the main

[illegible] and [illegible]

[illegible] and continue to [illegible]

[illegible] light [illegible]

[illegible] 56 [illegible] 24 32 account

38 53 [illegible]

[illegible] Still continues
[illegible] at 4 P.M. took a course
[illegible] N. N.W. and steered by the wind to the
[illegible]

Ship houses [illegible]
[illegible]

Lat. by Obs. 36 [illegible]
Long. by Chro. 85 [illegible]

[illegible] July 19th [illegible]
[illegible]
[illegible] at 6 AM drawing sail set at 10 P.M. took in
[illegible]
[illegible] at 6 AM the wind
[illegible] the Boat
and sent it Down. at 9 AM another Boat
[illegible]

[illegible] July 20th Commences
[illegible] Fresh breezes — Fresh and pleasant
[illegible] the wind [illegible]
[illegible] light Breezes and a heavy swell from
[illegible] light Baffling winds from
[illegible] the wind [illegible]
[illegible]

33

[illegible]

[illegible] said set during the day employed
[illegible] Gulf Course Mode good.
[illegible] Barometer 30.50 Ther. 64 Deg
[illegible] Dr. 31.06 Knots
[illegible] 8 11 Knots

Friday July 23d This day commences
[illegible] from the Moderate breezes which
[illegible] 2 PM passed from the Starboard
[illegible] from South to S. W. Middle
[illegible] S. W. Middle and latter fresh
[illegible] P. G. and cloudy with
[illegible] 10 AM. [illegible]
[illegible] 8.20 AM. Hoisted
[illegible] the Sail employed
[illegible] Course S. South
[illegible] 121 Miles Barometer 29.50
[illegible] Lat 3 9. 6. Dr. [illegible]
[illegible] 86 Knots

[illegible] Day July 24th [illegible]
[illegible] that [illegible] every thing [illegible]
[illegible] Steering [illegible] Wind [illegible] [illegible]
[illegible] and [illegible] Wind [illegible]
[illegible] the same latter [illegible] and [illegible]
[illegible] Course made good [illegible] 33 feet 144 [illegible]
Part [illegible] [illegible] [illegible]
[illegible] Lon in Chro [illegible] 10 [illegible]

[illegible] day July 25th [illegible]
[illegible] C.A.C. [illegible] for the
[illegible] Portsmouth [illegible]
[illegible] W.N.W. with all [illegible]
[illegible] sails that will draw [illegible] latter part
[illegible] [illegible] [illegible] [illegible]
[illegible] Course made good North [illegible] feet
[illegible] 154 miles Barometer 30 [illegible] [illegible] 65 [illegible]
[illegible] Lat obs [illegible] 23 [illegible]
[illegible] Lon 90 43 [illegible] Chro [illegible] [illegible]

[illegible] day July 26 [illegible] [illegible] [illegible]
[illegible] weather [illegible] from [illegible] [illegible]
[illegible] [illegible] with every thing set
[illegible] [illegible] sending up [illegible] [illegible]
[illegible] [illegible] necessary duty [illegible] 30 [illegible]
[illegible] [illegible] course made good [illegible] feet [illegible]
[illegible] [illegible]

[illegible] Wednesday July 27th [illegible] Fresh wind [illegible]
[illegible] weather and every thing set that will draw
[illegible] [illegible]
[illegible] necessary duty [illegible] course made good 33 feet
[illegible] 113 the Barometer 30 [illegible] [illegible] [illegible]
[illegible] [illegible] [illegible] [illegible]
[illegible] [illegible] [illegible] [illegible] [illegible] 83 35 feet

35

[illegible]

133 Miles Barometer
at Ch 3.25 feet

[illegible]

[illegible] 29 [illegible]

Barometer [illegible]
at Ch 3.33 [illegible]
[illegible] 113.35 feet

[illegible]

Sunday August. Thursday
[illegible] Gulf Island.

[illegible]

[illegible]

Wednesday Aug 17th (mid) light and [illegible] from every Point of Compass allowed North [illegible] to get to the North.

[illegible] 8/10 Thermometer 82 [illegible] Obs [illegible] by Dr [illegible] 124 51 W.

[illegible]

Running [illegible]

Clear [illegible]

[illegible]

Friday Aug 28th. Light winds
from E & E. Fresh breeze and
Steam. Sounded all during
[illegible] Course made
[illegible] Dist 208 miles. Barometer [illegible]
[illegible] Lat 46.[illegible]
[illegible] Long 16.45
Saturday Aug 29th. Still continues [illegible]
[illegible]
[illegible] Dist
our Course made good is [illegible] Dist
182 miles. Barometer [illegible]
Lat [illegible] 46.18.59
Long 16.43.[illegible]
[illegible]
[illegible] Still [illegible]
Still [illegible] Course. [illegible]
[illegible] Barometer [illegible]
[illegible] 4.27
[illegible] 42.4

43

44

45

[illegible]

[illegible] Commences with fair
[illegible] E. and quick Breeze [illegible]
[illegible] Cabbed Making the Coil [illegible]
[illegible] Copper [illegible] Vessel [illegible]
[illegible]
[illegible] Superintendent [illegible]
[illegible] Brass one quart [illegible]
[illegible]
[illegible] Cut Gate
[illegible]
[illegible]
[illegible] Cut [illegible]
[illegible] Cut [illegible] 11 [illegible]
[illegible] Cour Motor goes [illegible] 60 [illegible]
Left 187 lbs. [illegible] Left 4 Oz. 21. 01
[illegible] Oz 155 [illegible]
[illegible] 155 [illegible]

Tuesday August 30th. Fair and Middle
[illegible] Quality [illegible]
the Chance of Snow at 5 P.M. of the [illegible] Fair
[illegible]
[illegible]
[illegible]
[illegible]
[illegible]
[illegible] Cut [illegible] the [illegible] Cut)
[illegible]

Main yard broke at 5 A.M. Moved Gold Lion

Channel Co. sent here over 500 to take in all Gold

on Ship to Mother Port along side of Islands.

Friday

weather fine with fresh breezes, at Hamilton

Sailed exceeding fast, passed Gold

long Ship. Sailors refused coming on the

Gold complained which Hamilton and

Gold Commissioner Moving Quit Hudder

and Government in the Interest of Gold

47

49

[illegible]

[illegible] S. W. by the wind which is
[illegible] on the S. E. and E. N. E. headed
[illegible] S. E. [illegible] fresh
[illegible] with [illegible] and E. S. E.
[illegible] the latter [illegible] the course
[illegible] S. 14 W. 135 th. that
[illegible] of [illegible]
[illegible] the North [illegible] long [illegible]
[illegible] 511 [illegible] 15 [illegible] 9 [illegible] W.

[illegible] 14th Commences
[illegible] the [illegible]
[illegible] the [illegible] E. N. E. latter
[illegible] N. E. by E. heard [illegible] E. by [illegible]
[illegible] up [illegible] between decks
[illegible] Mag. [illegible] Gow.) S. 11 E. Dev. 1 x 69 th.

[illegible]

[illegible] 23 E.
[illegible] 10,00 [illegible]
[illegible] 125,00 [illegible]

53

55

[illegible]

[illegible] Bonaparte [illegible]

[illegible] Bottom so that we have

[illegible] of the Continental

[illegible]

Thursday 28th [illegible]

Cents 137 12 Mark

[illegible] the First and Middle

[illegible] Fine) and heavy. We have all

[illegible] Fares Bedsteads Rugs and

[illegible] Lower Part [illegible] still

[illegible] the Rubber Food, employed

[illegible] other Necessary Dirt

[illegible] Mark good South

[illegible] Lit [illegible] 29 13 [illegible]

[illegible] 35,26

Friday 29th [illegible] still continues

[illegible] Gun [illegible] Lower Part [illegible]

[illegible] Bottom [illegible] Dirt [illegible]

[illegible] Bedsteads [illegible]

[illegible] Mark [illegible] not do it [illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible] 1854. [illegible] and [illegible]
[illegible] from [illegible] Bucks and [illegible]
[illegible] South under all [illegible]
[illegible] from H. S. Kimball
[illegible] to [illegible] the
[illegible] 2798 Sect 83 Miles
[illegible] Chn 43.23 Sec 11
[illegible]

[illegible]

[illegible] Sect

[illegible] Mouth
[illegible] to [illegible] South
[illegible] Reference Mouth Sail

S 43 East [illegible]

[illegible]

[illegible] Sect 24 [illegible]

[illegible]

[illegible] 13 [illegible]

[illegible] Sail at [illegible]
[illegible] and [illegible]
[illegible]

[illegible]

58

1866. [illegible] 4 20

Lat [illegible] 133 49

[illegible] Steering E.S.E. at 4 P.M. we received the Pilot aboard at 10 P.M. and Heaving Heavy Got the Ship down to anchor to the North. Then we were Starting off and the mate began to the West & 30 E. Dist 207. Lat By Obs 49 34 N

[illegible] 13° Arches has Been. Lon By Chron 7.57

Sunday Jan 7th at the Commencement of the Hour Cleare-neither the mend gate to the West a Swell from the [illegible] Hove Single Reef Main Topsail [illegible] at [illegible] Hours. At 6 mid from 4 to 8 [illegible] Hove heavy squalls and a heavy sea running at 1 we have the Ship Down to Sail Reefed M. Sail and Reefed Fore Sail running East at 8 AM [illegible] at 10 Hove whole Fore Sail & Single Reefed Fore & M. Sail [illegible] Hove Squals

Course - 2618

49.00

Lon in Chron 126 29 East

[illegible] Steady [illegible] Clear East
[illegible] Set [illegible] Veered to W.N.W. More Moderate
[illegible] Sail. Main & Foretopsail.
[illegible] Set [illegible]
[illegible] Moderate & Pleasant Weather,
also Set the Main & Foresail Reefed. End with
[illegible] Set [illegible]
[illegible] by Compass Plenty of Birds
[illegible] Gulls and other Small Birds.
Lat 46 Dist 168 miles

Lat Obs 49 55 N
Long By Cor 12 2 28

[illegible] Moderate with Clear Weather, [illegible]
[illegible] Steering [illegible]
Sail. Middle Part More Moderate [illegible]
[illegible] Veered to [illegible] [illegible]
Seven Bells employed [illegible] Main & Sail
Longitude [illegible] Lat 46 Dist 183
Lat by Obs 50 35 South
[illegible] Lat 10 [illegible]
[illegible] Jan 10th. Moderate [illegible]
[illegible] Set [illegible]
[illegible] Set [illegible]
Strong Gales at 10 P.M. Wind Freshening took
in the [illegible]
[illegible] Strong Strong at 4 A.M. Ship under
Close Reefed Main & Foresails & Reefed
Foresail [illegible] at 8 Wind from S.W. Veered
[illegible] at 8 Wind from S.W. Veered E by S.
[illegible] Main & Sail. Whole Sail
and Close Reefed Main & Foresails,
Occasional [illegible]
Lat [illegible]

Wednesday Jan 11th Wind Still
from the S West Breezes and heavy & Cloudy
Cast 1 P.M. set Whole Sail Topsail
Courses Lost Sight of Mt Mayseil
[illegible] Cast & Knots and Looking about
[illegible] Per Hours Middle Part Strong
[illegible] Squally with a heavy sea running wind
[illegible] at 10 [illegible]
[illegible] at 12
her under close reefed Main & Mizen & Lost & Reefed
Foresail [illegible] Cast and Stopping Much Water
at 8 AM more Moderate set Whole Sail Cast
Cast By North 1/2 P. at 12 still more Moderate
Lat 165 E. Dist 166 Miles
Lat By Obs. 53 99 South
Long By Obs 116 34 West
[illegible]
ing at [illegible]
Middle Part Moderate at 5 AM [illegible]
to the S.W. [illegible] over Studdensails at 10
[illegible] Reefed
[illegible] Shaped [illegible]
Dist 139
Lat By Obs 53 32 South
Long By [illegible]
Jan 13th Fair and Middle Part [illegible]
[illegible] S.W. and Pleasant Weather
[illegible]
[illegible] Cast [illegible]
Setting [illegible] one hour [illegible] the hole this day

Saturday Jan 14th. All these 24 Hours
[illegible] from W. N. W. and heavy Ship
under all drawing. Said Runs
until 6 P.M. [illegible] running East
[illegible] not seeing any Ground [illegible] Dist 173
Lat By Obs 54 36. Longt
Lon By Chro 9 6. 53 West,

Sunday Jan 15th. All continues
[illegible] from W. N. W.
[illegible] every thing set that will [illegible]

Monday Jan. 16th. [illegible]
[illegible] W. N. W. wind) and heavy attended with
[illegible] Ely (N. by N.) with all dreaming
[illegible] and steered Ely N. and continue
[illegible] the Ship leaking 200 strokes per
[illegible] Dist 165 Miles
[illegible] 445 [illegible]
Lon By Chro 92 " 01 West
16th. All continues
[illegible] and Cloudy set [illegible]
[illegible] from W. [illegible] from [illegible]
[illegible]
[illegible] 1861 [illegible]

176

[illegible]

[illegible]

Jan 18th. Still continues
a recess from K. to N. Since last
Wednesday last, with fine K.E. light
[illegible] weather. Clear, with a smooth sea
[illegible] — E. A. E. under all [illegible] commodate
[illegible] Kayak [illegible] and found at the last
[illegible] a Ship Steering S.W. Thermo
[illegible] Cover East — Dist 16 Fm
Lat. Obs 36.36 N

[illegible] Jan 19th. Commences with moderate
[illegible] Variant [illegible]
[illegible] Lat at 1 P.M. Observed Ship
[illegible] N.W. Steering American Colours also
[illegible] Blue Bordered. While Centre with a [illegible]
[illegible] through the day
[illegible] Lat. Observed
[illegible] Ship Going Large Course
[illegible] by Obs Lat Bay Moorings 640
[illegible] N.B. West

[illegible]

look in the main. at 9. at mer have the S.E. Moderate
[illegible] Lat [illegible]
Thermometer at Noon [illegible] fair weather

63

Venus ifecga

30

[illegible]

[illegible] Jan 23d Commences with light [illegible] from West and Pleasant Weather [illegible] [illegible] [illegible]

[illegible] side of the [illegible] Harbor where we found
Much Current which was setting to the [illegible]
[illegible] for the Evening and from the West South and
[illegible] South. We were Part Cape Cape [illegible]
[illegible] West of the South Point of the
[illegible] Sail and Lay up so that we felt
[illegible] Stretch [illegible] the
[illegible] Pilot Came on Board
[illegible] Stream Anchor [illegible]
[illegible] Port Stanley Harbour at 12 Still
Nothing in sight and about the Entrance of the Harbour

[illegible] Jan 25. [illegible] Our Tenders found
[illegible] find the West [illegible] Stanley
[illegible] Harbour [illegible]
South Harbour [illegible] Harbour [illegible]
from the Harbour Point Above the entrance to
the Harbour [illegible] the American
Ship [illegible] Left [illegible] from Baltimore
Cargo of Dollars [illegible] Bound [illegible]
[illegible] Coast of Patagonia [illegible] Other Part
of Harbour [illegible] [illegible] off the
[illegible] Harbour [illegible] Standing [illegible] in the
Town Harbor [illegible] Standing [illegible]
[illegible] Harbor
[illegible] Harbor
[illegible] Harbor

[illegible] Berkeley Sound [illegible]
[illegible] out. [illegible] Friend on the 24th
that California [illegible]
[illegible] Put [illegible] had to be [illegible]
[illegible] [illegible]
[illegible] of Highlands [illegible] Alfred
[illegible] Thomas [illegible] Waterville leaving
the Vancouver Island, the I left for home on
[illegible] 26th [illegible] the Mouth of Puyallup
Canal at Commencement Agent by the name of
Capt Wm H. Gregory, formerly of the U.S.

Thursday Jan 26th. This day went from E.M.
Long Pilots and Planks [illegible] Commencement [illegible] Hauling the out side of the
[illegible] ship [illegible] ground some
places open. And commenced caulking them also got
a small Raft of Water.

Friday Jan 27th. This day commences
with [illegible] [illegible]
[illegible] Harbour [illegible]
[illegible] Put Finish [illegible]
[illegible] [illegible]
of the Entrance when it is nearly [illegible] with [illegible]
[illegible] a small Puff from the Eastern Boat,
[illegible] Rainy [illegible] to get out of the Bay
[illegible] Pass very near the East Point
of the Cadermont Million Islands and within one
[illegible] length of the [illegible] Rocks [illegible]
within a shot Cast of the Seal Rocks where
were Seals & Hauls. Put the Boat down
and Fired for 2 Hours

[illegible] Lat 12 Mills at 12 one we in the [illegible]
of 31.24 N Lon. 53.35 West

Monday Jan 28th Commences with
fresh breezes from East N East and Rainy at 12 P.M.
[illegible] Commences to [illegible]
[illegible] Commences to [illegible]
[illegible] Castle Main and Mizzen
[illegible] Sail [illegible] from [illegible]
Mizzen [illegible] which are [illegible] the Stopland
[illegible] Lat [illegible]
[illegible] Commenced Making
[illegible] at 12 we have all Sail set on the Ship
[illegible] Main [illegible] the Main [illegible]
[illegible] Sail in Sight Albion
[illegible] Lat 18 Miles Lat By Obs 45.33
Lon By Chro 53.2 West

Sunday Jan 29th Wind from
fresh Breeze and Passing Clouds Running
[illegible] Standing Sail set that
[illegible] at 10 & 4 PM we Studding Sails
[illegible] Sides a Small from the [illegible]
[illegible] Light Covers 2 h 45 &
Lat 17 [illegible] Lat By Obs 46.33 N
Lon By Chro 52.35 West

[illegible] at Iowa School of Agriculture
[illegible] the Northwest of America
[illegible]
[illegible] through the day. Cows 500 G
[illegible] 185 miles.

[illegible]

[illegible] Pacific all Crossing that lot. [illegible]

[illegible] Cart [illegible]
[illegible] the Rocky Mountains [illegible]
[illegible] 1850 [illegible]
[illegible]

[illegible]

[illegible]

[illegible]

[illegible] 24 Hours [illegible]

[illegible] Heavy [illegible] Pot [illegible]

[illegible]

[illegible]

[

75

[illegible]

[illegible] from A. E. [illegible] the [illegible] under
[illegible] Vail Fencing A. M. R. R. Experience
[illegible] Element Letting A. M. R. Commencing
[illegible] Cut 241 Miles Cut 334 ft. [illegible]

[illegible] Cuts continues
[illegible] A. M. R. R. under all drawings
[illegible] Final Element letting
[illegible] Cut 1.354 Next Cut 205 Miles
[illegible] Cut 1.11 [illegible]
[illegible]
[illegible] Next Part
[illegible] Clerk Brees and Element
[illegible]
[illegible] Fencing [illegible]
[illegible] and other necessary duty
[illegible] Cut 203 Miles
[illegible]

[illegible] Next Part [illegible]
Brees from Cut [illegible] A. E. R.
[illegible] A. E. R.
[illegible] all drawings [illegible]
[illegible]
[illegible] 1.11 185 Miles
[illegible] Cut 185.354 [illegible]

Friday March 3rd. At Noon
24 Hours before Sun. A.C. fresh Breezes
and fine Weather neither Ship under
all Sail running East running N.W. & N.N.W. M.
all to Port a Gun Rigged Vessel steering
to the West, Course. 154 Dist 173 Miles
1 Day Obs 17.27 Port
in 24 hrs 57.31 West

Saturday March 4th Commences
with the wind from S.E. fresh breezes and
fine Weather neither running N.W. with all
sail set that will draw Second Vessel
in sight steering to the West. Plenty of Gentlemen
and sight. Middle and latter Part steering N.W.
by W. 24 Hours equally. and a Thing Bright and
Cold Weather so Passed the day ship the Day
[illegible] 144
[illegible] 144 Dist
[illegible]

[illegible] steering N.W. by N. all drawing
[illegible] Part wind from S. moderate and
[illegible]
[illegible] 143
[illegible] 1 Day Obs 12.29.18 Long West
[illegible]

this day begins with
fresh & moderate breezes and fine
weather. Steering N.N.E. & N. all drawing
to Middle Port round from S.E. to E.

48 miles 194 miles

Received March 7th Still fresh breezes

[illegible] 116 miles [illegible] Lat. obs. 65.53 Long.
134 [illegible]

[illegible] 24 27 M.
[illegible] 64 22 M.

28

Tuesday March 9th

[illegible] with
[illegible] fresh breezes and settled fair weather
[illegible]
[illegible]
[illegible] Lat. 1 gom. Lat. By D. R. [illegible]
[illegible] Long. of one [illegible]
[illegible] 48 of these 24 Hours
[illegible] we have seen some
[illegible] & saw every thing
[illegible] several Vessels in sight
[illegible] bound to the East and have
[illegible] Bridles and Variable winds)
[illegible] 26 ½
[illegible] 2 pm
Lat By Obs 28 58 N
Lon By Chro 66 5 W

Saturday March 10th

Commences with light breezes from
[illegible] Cloudy at times and [illegible] Latter
fresh Breezes from S.E. to E.N.E. we have fine
weather through the day; we are running [illegible]
& [illegible] Latter Part [illegible] [illegible]
[illegible] Painting [illegible], several Vessels in sight steering
to the [illegible] Course 28 ½
Dist run 92. M Lat By Obs 30 20 N
Lon By Chro 69 14

Monday March 12th. [illegible]

[illegible] Strong breezes from [illegible]

[illegible] Carroll and Moses a [illegible]

[illegible] Hill Gunnel [illegible] discovering [illegible]

[illegible] Course S. at 10 [illegible] Reefed

[illegible] Mizen Topsail one Dock in the Jib

Course [illegible] 188 Miles

Lat Obs 6.6 N

Monday March 12th. First [illegible]

[illegible] Lat by Chro 6.17

[illegible] Lat by Chro 6.12

Tuesday March 13th. Commence with fresh

breezes and Pleasant [illegible]

[illegible] Course [illegible]

[illegible] 188 Miles

85

Steering

30 feet

90

92

Directions for Entering Port Stanley
(Falkland Island)

in coming from the South with the wind from West to South. it will be safe to Pass inside of the Wolf Rocks which lies about 3 Miles off Shore from Port Harriet. and 3 Miles to the S.E. of the Seal Rocks near Cape Pembroke. which lies about ¾ Mile of Shore. and there is a safe Passage in side of them with a commanding Breeze though a strong current sets through them from three to 4 Knots the Flood sets Northerly the Ebb Southerly... High water at the Full and Change of the Moon at 5. O Clock. there is a Rock which lies 3 Cables length to the north of Cape Pembroke which shows itself just above the water. after Passing these Rocks. the Bay is Open. and no Dangers in the Center. the Kelp Paints out the Dangers near the shore. there is anchorage in any Part of the Bay from 12 to 20 Fathoms water and a Ship may make good Harbour with all wind. except E.S.E. and E. the Southern Shore. in the several Bays that make in from the Principal one after Proceeding up about 2 Miles you will open the entrance to Stanley harbour on the South, which is narrow though perfectly safe. with the wind ~~to the wind~~ to the N of W.S.W. and E.N.E. on the South shore will be seen a wooden Image on the shape of A Man Pointing for the Passage. also in the N.E Point of the entrance is another image. denoting the Passage for Stanly Harbour is some 6 Miles long by 1 Mile in the Center. and the Village is about one and ½ Mile from the entrance ~~for of the~~ Harbour on the Southern Shore. a Ship can work up about the Village. and will have 4 Fathoms at Low water to within a Short distance of the Shore, the tide Rises about 6 ft the Bottom is Muddy and a Ship going there will Rile the Mud... during the whole time Beating at

there is small Pieis. Built off from the Shore where Boats
Can Land and good Water can Be Obtained on the West Part of the Island
lead direct from a Reservoire to your Casks and can
be filled with despatch. Beef is Plenty at 4¢ per lb.
Vegabables cannot be Obtained except a few Cabbages
and Greens. Port Stanley is an Excellent Harbour
and and a fine Place for a Ship wanting water
or Slight Repairs. as there is several good Carpenters
and Coulkers with 2 or 3 Blacksmith Shops there is also
a Vault for receiving Cargo in case of Ships Being in distress
and Plenty of Spare Space on Shore from Wrecks Vessells
There is also the Bionet Pilot
who appears to be a carefull Man and to understand his
business and one fellow Countryman of Mr Port R P
Capt Wm H. Smyley American Consul and Commer
cial Agent, who does every thing in his Power for
the Benefit of those that visit the Island. The
Governor and the Inhabitants in Generall which
is about 600, appear to be very friendly to all
Ships that does not wish to enter Stanley Harbour. can
Anchor in Port Williams a Short distance out of
the ~~of the entrance of the~~ Passage to Stanley Harbour
where good water can be Obtained. ale in Sparrow
Cove on the Other Shore. the whole Country
around this Isle is nothing But Peat

96